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K. M. T. FORRESTER RICHMOND RICHMOND DISTRICT
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CONSTANCE R. KINCHLAH, CULPEPER, CULPEPER DISTRICT
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JOSEPH M. GUERRA, ALEXANDRIA, NORTHERN VIRGINIA DISTRICT
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ROBERTA A. QUICKE, BLACKSTONE, ALEXANDRIA RURAL

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DIRECTOR OF PLANNING AND PROGRAMMING



COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET
RICHMOND, 23219

July 27, 1984

Route 123 Adjacent
To CIA Headquarters
Fairfax County

Mr. Shiva K. Pant
Director, Office of Transportation
County of Fairfax
4100 Chain Bridge Road
Fairfax, Virginia 22030

Dear Mr. Pant:

Thank you for your letter of July 18 regarding the CIA's off-site road improvements in connection with their expansion program. The engineering studies for these road improvements prepared over the past several months have resulted in two alternatives for improving Route 123. Alternative 2 provides for two at-grade signalized intersections and Alternative 4 provides for grade separation structures at Georgetown Pike and the CIA entrance.

Due to the projected traffic volumes for the year 2005, both of these alternatives require six lanes on Route 123. In an effort to reduce citizen opposition to six lanes on Route 123, which has been voiced at the CIA Traffic Advisory Committee meetings, four lanes will be constructed on Route 123 initially and the CIA will implement a traffic management system whereby the existing peak hour vehicle arrival/departure rate at each entrance will not be exceeded.

These improvements, plus the CIA's traffic management system, should provide adequate traffic service on Route 123 until the six lanes noted in the Statewide Transportation Plan for the Year 2005 are implemented. However, if the CIA does not enforce their traffic management system, then the agreement provides for CIA funds to be used for adding the third lane on Route 123 from the vicinity of Potomac School Road to Merchants Lane.

The present thinking at the Department and CIA is to grade the 123 roadway for the future six lanes when the four lanes are constructed initially. This will eliminate the need to disturb any existing pavement when Route 123 is six-laned and the \$500,000 should be adequate to cover the paving cost.

As soon as the agreement between the CIA and the Department is executed, we plan to proceed with an Environmental Assessment of the two alternatives. Upon completion of that study, the CIA will hold a public meeting to discuss the alternatives.

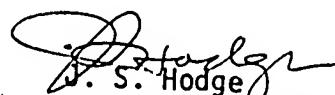
Mr. Shiva K. Pant

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July 27, 1984

I appreciate Ms. Falck's and your interest in the CIA's off-site roadway improvements.

Sincerely,



J. S. Hodge
Assistant Chief Engineer

Copies -

Ms. Nancy Falck

Mr. D. R. Gehr

STAT



MILDRED C. KING, COMMISSIONER

EUGENE M. KAYE, BRISTOL DISTRICT

T. GEORGE VAUGHAN, JR., GALAX, SALEM DISTRICT

JAMES L. DAVIDSON, JR., LYNCHBURG, LYNCHBURG DISTRICT

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COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET
RICHMOND, 23219

July 9, 1984

Roadways adjacent to the CIA Headquarters
Fairfax County

Mr. Harry E. Fitzwater
Deputy Director for Administration
Central Intelligence Agency
Washington, D. C. 20505

Dear Mr. Fitzwater:

Reference is made to your letter of June 25 and the Agreement covering traffic management at CIA. The Agreement is satisfactory with the Department except for the following:

Article I

1.a Last paragraph - The Department must insure that the arrival and departure rates for each entrance are not exceeded by any long term changes in traffic patterns. Therefore, I request that the following paragraph be substituted in the Agreement.

"It is understood that changes in roadway traffic volumes may occur, however, if these changes alter the basic intent of the foregoing, then the CIA will be required to install the additional lanes noted in 1.c."

1.b Substitute District Engineer, Northern Virginia District, VDH&T, for Regional Administrator - - -

1.c Seventh line - change "and" to "or"

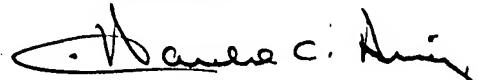
Article II

2.b Delete the word "arrival".

Mr. Harry E. Fitzwater
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July 9, 1984

These changes provide the Department with the assurance needed should the traffic management system be unsuccessful. I hope they meet with your approval and I will be glad to execute the Agreement once it is revised.

Sincerely,



Harold C. King, Commissioner

HAROLD C. KING, COMMISSIONER
 EUGENE M. BANE, GRUNDY, BRISTOL DISTRICT
 T. GEORGE VAUGHAN, JR., GALAX, SALEM DISTRICT
 JAMES L. DAVIDSON, JR., LYNCHBURG, LYNCHBURG DISTRICT
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COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET
 RICHMOND, 23219

June 5, 1984

Roadways Adjacent to the
 CIA Headquarters -
 Fairfax County

Mr. Harry E. Fitzwater
 Deputy Director for Administration
 Central Intelligence Agency
 Washington, D. C. 20505

Dear Mr. Fitzwater:

The draft agreement covering traffic management strategies that you left with me on May 21 has been reviewed. The general content of the agreement is satisfactory, however, we have revised and added some sections for clarification.

In lieu of a total peak hour arrival rate of vehicles for the CIA headquarters, we have specified a peak hour arrival and departure rate for each entrance that serves your facility. I feel this is the only way the Department can be assured that additional CIA traffic will not be diverted to one or more of your entrances during peak hour.

If the revised agreement meets with your approval, please have the original prepared and executed and return it to me for execution on the Department's behalf.

I am sending a copy of the revised agreement to Mr. John F. Herrity, Chairman, Fairfax County Board of Supervisors, so he will be advised of the progress we are making regarding your offsite road improvements.

We have reviewed your request regarding the lengthening of the deceleration lane on northbound I-495 and the widening of the exit ramp to eastbound George Washington Memorial Parkway. The CIA study performed by Dewberry and Davis addressed the problems on I-495 between Georgetown Pike and Cabin John Bridge. The problems identified are the traffic movement from westbound parkway to northbound I-495 in the a.m.-p.m. and to southbound I-495 in the p.m. We did not identify any major problems during the morning peak with the traffic movement from northbound I-495 to eastbound parkway.

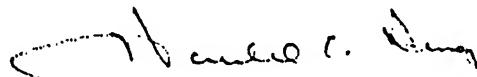
Mr. Harry E. Fitzwater
June 5, 1984
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The a.m. backups on I-495 northbound are caused by the three lanes on Cabin John Bridge. Once I-495 is widened to eight lanes from the parkway in Virginia to Route 190 in Maryland and the auxiliary lanes between the two parkway interchanges are connected, i.e., five lanes across Cabin John Bridge, these backups should be eliminated. Maryland plans to take bids on June 5 for the widening of Cabin John and it is anticipated the eight laning of I-495 in Maryland and Virginia will take place in the late 1980s.

For your information I am enclosing a layout showing the lengthening of the deceleration lane and the widening of a portion of the exit ramp mentioned above. A rough estimate for these improvements is \$500,000. If you plan to finance this construction, please advise so the appropriate agreement can be drawn and plans prepared.

I appreciate the efforts your agency is making to accommodate offsite road improvements in connection with your expansion program.

Sincerely,



Harold C. King, Commissioner